

## “Vision Zero” Initiative for Montana Highway Fatalities



*A spectator views the Twisted Metal Sculpture Garden*

for the lives of all Montanans and making a commitment to aim Montana toward zero deaths and injuries on our highways. One life lost to a crash is one too many,” Tooley said. “It’s a huge effort, but the Department of Transportation and our partners are united in our mission to saving lives on Montana roads.”

MDT also introduced a Twisted Metal Sculpture Garden. The exhibit features remnants of vehicles wrecked on Montana roads, along with audio stories of crash survivors. The stories are of lives shattered by poor decisions around seat belt use or impaired drinking and driving. The stories are also about lives saved by smart decisions. The exhibit encourages Montanans to share their stories of lives shattered or saved on Montana highways by posting to #VisionZeroMT.

In front of an audience on the University of Montana campus, MDT Director Mike Tooley announced “Vision Zero,” a multipronged initiative with the ultimate goal of eliminating deaths and injuries on Montana highways.

“Today I am standing up

**Vision Zero focuses on four critical areas in moving toward zero deaths and zero injuries on Montana Roads:**

**Education** through public information campaigns and local outreach through Buckle Up Montana, DUI Task Forces and Safe On All Roads programs.

**Enforcement** of Montana seat belt and impaired driving laws by law enforcement agencies, whose presence reminds drivers and occupants to obey traffic laws. Traffic enforcement is increased during the busiest travel times of the year and around events that include an emphasis on alcohol consumption.

**Engineering** of Montana roadways to ensure that Montana’s thousands of miles of state roads and highways are built and maintained with safety as a primary concern.

**Emergency medical response** adequately funded, trained and equipped to respond to vehicle crashes through MDT’s Emergency Medical Services Grant Program.

Vision Zero also needs the complete support of every Montanan. That means that every time you get into a vehicle buckle up, make sure your children and friends are buckled up, and never drive impaired or allow an impaired person to drive.

MDT’s summer media campaign is underway and runs through the state’s busiest and deadliest travel season — from May through October, when 61 percent of all roadway fatalities have occurred in the last 10 years.

## Federal Funding Update

The status of federal funding for the national surface transportation program has two critical actions looming: the Moving Ahead for Progress in the 21st Century reauthorization act, commonly called MAP-21, is set to expire on September 30, and the Highway Trust Fund is also projected to be insolvent by mid-to-late summer. MAP-21, the multi-year authorization act, defines program funding levels and structure. For the program to continue, Congress will need to pass a new authorization act on or before September 30. If a new act isn’t passed, the program can continue through one or many authorization extensions until a multi-year act is passed.

However, the projected trust fund insolvency complicates the situation. The fund balance continues to decline for the “pay as you go” program. The USDOT will likely begin to manage the remaining balance through reduced and/or delayed reimbursements to the states if a solution isn’t implemented by Congress. This means that states will need to carry the federal aid program expenditures on their books longer than usual, quickly resulting in state cash flow issues as they make contractor payments.

Because of these two issues, most reauthorization discussions center on program revenue, funding, and stability, rather than significant changes to the MAP-21 program structure. On the Congressional side, the Senate Environment and Public Works Committee approved a framework for the highway portion of the program with little structure change and inflationary increases in funding levels. The Senate proposal only covers highways and does not identify the program revenue source. The House of Representatives has been holding hearings, but has not taken up its reauthorization bill yet.

As an outlier to the revenue only discussions, the Obama Administration has released a budget for surface transportation infrastructure which does include considerable new non-highway program categories along with a sizeable increase in overall program funding. The revenue source to fund the proposal is tied to corporate tax reform, which is a one-time-only solution and considered insufficient to fund the program.

In anticipation of the difficult reauthorization discussions and the possible slowdown in reimbursement payments, MDT is considering how to best manage our program and cash flow should delays in federal reimbursements occur. We are continuing to support our Congressional delegations’ efforts to fund and protect Montana’s transportation infrastructure. For more information, go to:

<https://invest.transportation.org/>.

# 2013 TranPlan 21 Survey Results

**T**ranPlan 21, Montana's long-range transportation policy plan, serves as MDT's guiding document for managing the transportation system and providing services to the public. The plan is part of an ongoing planning process that regularly identifies transportation issues, evaluates public and stakeholder needs and priorities, and establishes and implements policy goals and actions.

To help ensure MDT is heading in the right direction, MDT conducts biennial telephone and stakeholder surveys. These surveys provide MDT with customer and transportation users' perceptions of the current condition of the transportation system, views about possible actions to improve the state transportation system, and opinions about the quality of service MDT provides.

## Telephone Survey

The 2013 Public Involvement Survey was the ninth iteration of the biennial survey since 1994. More than 1,000 people were interviewed to determine their opinions about Montana's transportation system, the need for additional facilities and services, and perceived problems and priorities.

The results of the 2013 survey were similar to the 2011 results. They showed that Montanans are:

- generally satisfied with the state's transportation system.
- satisfied with physical condition of system components (see chart).
- somewhat satisfied with the availability of most transportation services (except passenger rail services).

The 2013 survey showed Montanans want more facilities, equipment, or services for:

- major highways and other interstates.
- rest areas.
- pedestrian walkways.

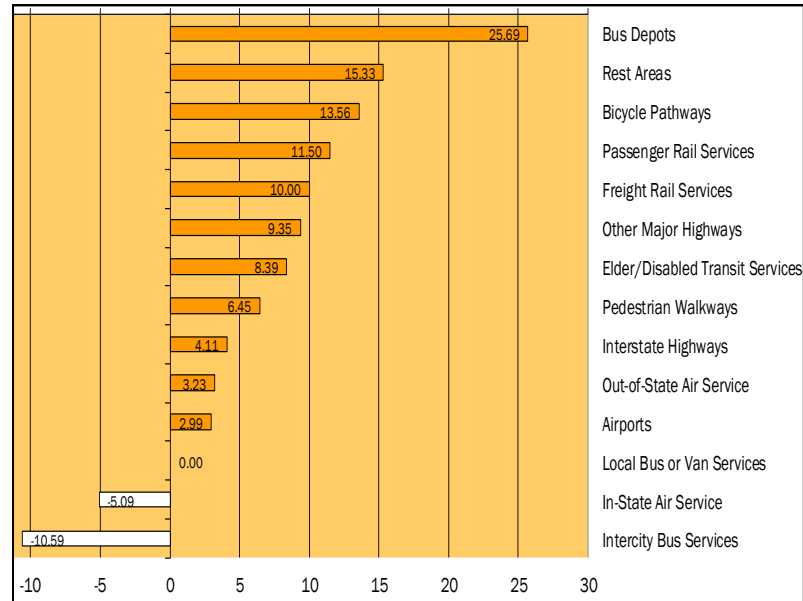
Montanans viewed nearly all problems identified as minor, with the exception of road pavement condition, which was rated as moderately severe. These results reinforce a positive overall level of satisfaction with Montana's transportation system.

Respondents were also asked to prioritize 20 actions to improve Montana's transportation system. The highest priority is maintaining road pavement condition, and including wildlife crossings and barriers in roadway projects. As in previous years, the lowest priority is attempting to reduce single occupancy vehicle use.

Respondents were asked to rate the relative importance of various system components to the security of the overall transportation system. Emergency response plans were rated very or extremely important by residents in all MDT districts.

Radio/television and variable message boards were rated the highest for usefulness as communication tools. Maps were rated highest for a communication tool for planning and projects.

In general, Montanans gave MDT an average or above-average (B or C+) grades for its customer service and



The graph above shows the percent change in public satisfaction with Montana's system components 2003-2013

performance. The 2013 survey results were compared to surveys conducted in 2003, 2007, 2009, and 2011. As illustrated in the graphic, the comparison shows that satisfaction with the physical condition of most system components has improved.

## Stakeholder Survey

In addition to the telephone survey of the general public, transportation stakeholders were also surveyed. These stakeholders are grouped by similarity or similar interest. There are nine stakeholder groups including the following:

- county commission chairs
- mayors
- non-motorized
- passenger transportation
- state and federal
- tribal planners
- bike/pedestrian
- intermodal
- environmental

When asked to rate their overall satisfaction with Montana's transportation system, some stakeholder groups were slightly less satisfied than the general public. All group ratings still fell within an above-average satisfaction range and the overall satisfaction with the transportation system remains at a relatively high level. MDT's stakeholder groups were:

- generally satisfied with Montana's transportation systems.
- most satisfied with interstate highways and airports.
- least satisfied with bus depots, air travel to destinations in Montana, and intercity bus service.

*Continued on page 5*

# MDT and Morrison-Maierle Earn Top Federal Award



*MDT and Morrison-Maierle were recognized for excellence in utility construction management on the Custer Interchange project.*

exemplary projects that successfully integrate the consideration of utilities in the planning, design, construction, and maintenance of

MDT and its engineering consultant, Morrison-Maierle, were selected the winner of the U.S. Department of Transportation's 2014 FHWA Excellence in Utility Construction Management Award for the I-15 Custer Interchange Project in Helena.

The FHWA Excellence in Utility Award recognizes

transportation facilities.

The Custer Interchange project team engaged multiple utility companies early in the design phase and continued to consult with them during construction. The team also used several innovative approaches to address utility relocations and other challenges. By working collaboratively, the team was able to avoid utilities during the construction phase which led to substantial cost savings and completing the project ahead of an already accelerated schedule.

The Custer Interchange and accompanying interstate and area street improvements stand among the largest urban highway and bridge construction projects for MDT. At a final price tag of nearly \$56 million, this project represents a huge partnership endeavor for MDT, Federal Highway Administration, the city of Helena, and Morrison-Maierle.

MDT and Morrison-Maierle accepted this award during a conference in Salt Lake City on April 30, 2014.

## MDT ArcGIS Online

Montana Department of Transportation ArcGIS Online (MDT AGOL) is an interactive web mapping platform and collaborative content management system used for planning and visual display of data. MDT AGOL is providing MDT and its stakeholders with an intuitive workspace to collaborate on internal departmental efforts with other state agencies, local governments, and federal agencies. This facilitates improved working relationships, enhanced communication, and reduced duplication of work.

This platform allows users to make informed decisions by providing a visual display of spatial and tabular data to easily gather and analyze information on an interactive web map. Users can quickly turn data into valuable information by creating intelligent interactive web maps and sharing them privately or publicly with stakeholders and decision makers. This complements existing services and provides a "window" into the existing data structure. The platform is intuitive and easy to use – it does not require extensive training to begin viewing data and analyzing information.

MDT AGOL makes data available through interactive web maps, web applications (app), and mobile apps without the need for programming. The result is a tool that is accessible to multiple users at any time, on any operating system.

Visit the site here: <http://mdt.maps.arcgis.com/home/> or access from MDT's web site: <http://www.mdt.mt.gov/publications/map-gallery.shtml>.

Contact Brian Andersen at [brandersen@mt.gov](mailto:brandersen@mt.gov) or 444-6103 for more information.



## Transportation Alternatives Program Projects Awarded

MDT recently awarded funding for 25 Transportation Alternatives (TA) projects to local and tribal governments across the state. The projects received more than \$7 million of federal TA funding, the culmination of a competitive application process that began in the summer of 2013. The \$7 million figure represents funding for both the 2013 and 2014 federal fiscal years.

The TA program was authorized by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and consolidates the eligibilities of the former Community Transportation Enhancement Program, Safe Routes to School, and Recreational Trails programs into a competitive grant program as required by MAP-21 provisions. The TA program is designed to provide funding for projects such as on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, safe routes to school projects, and recreational trails program projects. Entities eligible for TA funding include city, county, and tribal governments; transit agencies; natural resource or public land agencies; school, school districts, and local education agencies; and any other local or regional governmental agency with oversight of transportation or recreational trails.

Seventy-two applications were received with a total funding request exceeding \$23 million. MDT's eight-member project selection committee spent hours scoring the applications to arrive at the final 25 projects selected. They ranged widely in location, scope, and cost, including a \$900,000 bike/ped bridge crossing over the Bitterroot River near Corvallis, a \$370,000 sidewalk improvement project in Ennis, and a \$177,000 access and ADA improvement project at the Valley County fairgrounds in Glasgow.

For a complete listing of the awarded projects, and a complete listing of all project applications, see the MDT TA website at [http://www.mdt.mt.gov/mdt/ta\\_application.shtml](http://www.mdt.mt.gov/mdt/ta_application.shtml).



# New Planning Division Bureau Chiefs & Supervisors

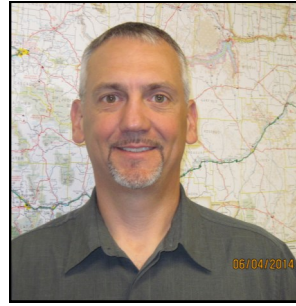


*Christopher Dorrington,  
Multimodal Planning  
Bureau Chief*

**C**hristopher Dorrington was selected as the Multimodal Planning Bureau Chief for the Rail, Transit & Planning Division.

In this position he oversees two sections – the Statewide and Urban Planning Section and the Rail, Air Quality and Studies Section.

Most recently Chris served as the Chief of the Data & Statistics Bureau.



*Ed Ereth, Data &  
Statistics Bureau Chief*

**E**d Ereth was named the Data & Statistics Bureau Chief for the Rail, Transit & Planning Division. He oversees two sections – Traffic Data Collection and Analysis as well as Road Inventory & Mapping.

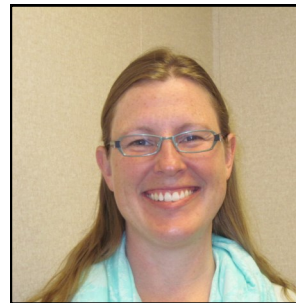
Most recently, he served as the Road Inventory & Mapping supervisor for seven years and the Systems Impact Action supervisor for three years.



*Diane Myers, Rail, Air  
Quality & Studies  
Supervisor*

**D**iane Myers supervises the Rail, Air Quality, and Studies Section where she is responsible for state and federal discretionary funds, emerging research, public involvement, air quality, and rail programs.

Prior to this assignment she was an MDT Budget Analyst in the Administrative Division. Before joining MDT Diane held various positions in corporate finance and worked for The Boeing Company and General Mills.



*Moriah Thunstrom, Field  
Services Unit Supervisor*

**M**oriah Thunstrom accepted the Field Services Unit Supervisory position within the Environmental Services Bureau.

Moriah worked for the South Dakota Department of Environment and Natural Resources, Montana Department of Environmental Quality and held previous positions within MDT's Environmental Services and Consultant Design bureaus.

## Wrong-Way Signing Projects Scheduled

**T**his summer MDT begins the modification of signs and pavement markings on the state's interstate off-ramps to better inform drivers they are entering the interstate the wrong way. The goal of this project is to improve safety of the interstate by reducing the number of wrong-way driving incidents. The signing and pavement markings will be modified so that each off-ramp will have a standardized 'look.'

The standard signing and pavement marking for the off-ramp will include two 'Do Not Enter' signs near the end of the off-ramp. These signs will be mounted low and angled toward the center of the intersection (approximately 45 degrees). Two additional 'wrong-way' signs will also be placed approximately half-way down the off-ramp with a large arrow placed on the pavement between the signs.

The 2014 construction letting schedule for each of the districts is:

- District 1, Missoula and District 2 Butte—May;
- District 3, Great Falls—July,
- District 4, Glendive—September, and
- District 5, Billings—March 13.

For more information, contact Roy Peterson at 444-9252 or [roypeterson@mt.gov](mailto:roypeterson@mt.gov).

## Comprehensive Highway Safety Plan Update

**M**ontana is updating its Comprehensive Highway Safety Plan (CHSP). This strategic plan is centered on coordinating statewide efforts to reduce fatal and incapacitating injury crashes on Montana's roads with a vision of working toward zero injuries and zero deaths.

Starting in June, the CHSP technical advisory committee will begin working on the CHSP update. This multidisciplinary group is made up of individuals with technical expertise and knowledge of transportation safety issues in Montana. It represents the four "E's" of traffic safety – education, engineering, emergency response, and enforcement. The plan will continue to be data driven and include emphasis areas and performance measures.

The success of updating and implementing the CHSP relies on coordination with safety stakeholders throughout the state. Momentum is growing among these key people, as well as Montanans in general to do what is necessary to ensure all travelers in the state arrive at their destination safely.

MDT will be developing a dedicated CHSP Update website to provide information to the public and safety stakeholders and to gather input and ideas for the CHSP. Upcoming information will be available at <http://www.mdt.mt.gov/> or by contacting Pam Langve-Davis at [plangvedavis@mt.gov](mailto:plangvedavis@mt.gov) or 444-7646.

## Pedestrian Safety Reminders

Everyone is a pedestrian at some point during the day. Even if you choose to drive, the minute you leave your vehicle you become a pedestrian. In 2013, 24 pedestrians were killed within the state of Montana. Pedestrian fatalities are preventable. Below are some things to keep in mind to improve your safety:

**Be Seen:** When you are walking, wear brightly colored and reflective clothing. Pedestrians are much smaller than vehicles and harder for a driver to see.

**Be Aware:** When operating a vehicle or walking, always remain aware of your surroundings, especially when navigating intersections. In Montana, vehicles must yield the right-of-way to pedestrians within both marked and unmarked crosswalks, yet intersections are often the most common conflict areas for pedestrians and vehicles. It is also important to avoid using cell phones and music players when operating a vehicle or walking. These devices decrease awareness, are highly distractive, and can lead to crashes.

**Obey Signals:** Always obey traffic signals, whether driving a vehicle or walking. Signals ensure safe traffic movements, especially through intersections.

For more information, please contact Angie Zanin at 444-9273 or [azanin@mt.gov](mailto:azanin@mt.gov).

## Emergency Medical Equipment Awards

The next Emergency Medical Service (EMS) grant opportunity will be announced in July 2014 for state fiscal year 2015 funds.

This year, MDT is contributing more than \$1.2 million for emergency-medical-response related equipment and training. Through this program, MDT and local communities have invested more than \$5.4 million to improve emergency medical response resources since program enactment by the 2009 Montana Legislature. The most recent grants were awarded in January 2014. Twenty providers were awarded grants for equipment that includes 6 emergency vehicles, 9 automated external defibrillators and cardiac monitors, 6 power cots or power load systems, 11 radios, and a wide variety of training and other medical equipment.

The purpose of the program is to provide grants to mostly volunteer, Medicare-level billing providers for acquiring or leasing ambulances or emergency response vehicles and for purchasing equipment for training, communication or providing medical care. In Montana, funding to properly equip trained volunteers falls on communities and local governments.

The rural nature of Montana makes the delivery of emergency medical services extremely challenging. Long distances to trauma centers coupled with community response teams relying on trained volunteers make the challenge even greater.

The next EMS grant opportunity will be announced in July 2014 for state fiscal year 2015 funds. For more information, contact Chad Newman at 444-0856 or [chnewman@mt.gov](mailto:chnewman@mt.gov).

## MDT's Equipment Program Helps Improve Community Air Quality

Seventeen Montana communities will be breathing a little easier with help from the Montana Department of Transportation. MDT is again providing assistance to local governments through the department's Montana Air & Congestion Initiative (MACI). The program is aimed at improving air quality through the use of state-of-the-art street maintenance equipment.

Communities eligible for the equipment are those located in nonattainment areas for federal air quality standards for fine dust or those identified as "at-risk" of experiencing readings that violate the standards monitored by the Department of Environmental Quality. Maintenance equipment includes street sweepers, flush trucks and deicing equipment. The local government match for the program is 13.42 percent with MDT providing the balance through federal funds.

Communities will use the new equipment to disperse non-polluting deicer material in the winter, collect leftover traction sand, and keep streets clean of particulate matter and debris.

This year, approximately \$4.2 million is being invested in 10 flush trucks, 3 sweepers, 11 combo units, and 3 deicer tanks to improve air quality in the following communities:

Butte-Silver Bow	Cascade County	Flathead County
Gallatin County	Hamilton	Helena
Kalispell	Lincoln County	Lewis & Clark County
Missoula City	Missoula County	Polson
Ravalli County	Sanders County	Thompson Falls
West Yellowstone	Whitefish	

MDT developed the MACI program in 1998 to distribute Federal Congestion Mitigation & Air Quality Improvement Program funds. For more information, contact Diane Myers at 444-7252 or [dmyers@mt.gov](mailto:dmyers@mt.gov).

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### *TranPlan 21 Results continued from page 2*

As with the telephone survey, the stakeholders were asked to prioritize 20 actions to improve the transportation system. Consistent with the general public, maintaining road pavement condition is the highest priority along with keeping current with new transportation technologies and improving transportation safety. Attempting to reduce single occupancy vehicle use was the lowest priority.

Stakeholders' top priority for possible action to improve roadways is increasing shoulder and road widths, while the lowest roadway improvement priority is increasing roadway lighting and more directional signs.

Between 2005 and 2013, little changed in how stakeholders grade MDT. Overall, customer service and performance grades are in the B to C+ range with most groups. These grades closely parallel those given by the public. Responsiveness to ideas and concerns was the lowest grade over all survey iterations, rated a B- or C+.

For more information, contact Sandy Waddell at 444-7614 or [swaddell@mt.gov](mailto:swaddell@mt.gov). To access the entire survey, go to: <http://www.mdt.mt.gov/pubinvolve/tranplan21.shtml>

## Proposed Transit DBE Goal Available for Public Review

In accordance with federal transit regulations, 49 C.F.R. Part 26, MDT has submitted to the Federal Transit Administration (FTA) for a Disadvantaged Business Enterprise (DBE) Program Goal of 0.38 percent for federal fiscal year 2015-2017. MDT expects to meet the DBE goal for FTA funds, excluding transit vehicle purchases, through race neutral means.

The Goal Methodology is available for public examination and can be viewed at <http://www.mdt.mt.gov/business/contracting/civil/dbe.shtml> or the MDT headquarters at 2701 Prospect Avenue, Helena, during regular business hours in the Civil Rights Bureau office.

**Comments will be accepted until July 30, 2014.**

Send comments regarding the DBE Program Goal for FTA funds to MDT Civil Rights Bureau, Attention Megan Handl, PO Box 201001, Helena, MT 59620 or to [mhandl@mt.gov](mailto:mhandl@mt.gov) by July 30, 2014.

## Transit Safety and Security

Transit providers across Montana have taken a major step to enhance their systems' safety and security. The Community Safety and Security Officer (CSSO) program is designed to help transportation organizations enhance internal team professionalism, safely serve customers, assist in community emergency preparedness, identify internal safety and security strength and weaknesses, and reduce system exposure to liability. Forty-three transit managers attended a certification workshop offered under this program that covers eight critical areas:

- Leadership and Administration
- Transit Operations
- Maintenance and Technology
- Personnel Management
- Training and Development
- Safety Initiatives
- Security Initiatives
- Emergency Preparedness

The workshop's mission is to prepare transit managers in assessing existing operations, identifying system strengths and areas for improvement, and developing preparedness programs. After completing two days of intense training, 36 transit managers took the CSSO exam seeking a national certificate of proficiency.

Also at the training were 30 transit drivers who completed and tested for the Passenger Service and Safety (PASS) certification. This program ensures that community transportation drivers have current expertise in passenger assistance techniques and sensitivity skills appropriate for serving persons with disabilities. Many drivers also attended workshops on wheelchair lift troubleshooting, wheelchair securement, and highway rail-grade safety.

MDT appreciates the commitment of our state transit professionals to provide the highest levels of service for their communities. For more information, contact David Jacobs at 444-9192 or [dajacobs@mt.gov](mailto:dajacobs@mt.gov).

## MDT Battles Record Winter Weather

This winter, MDT's ten maintenance areas battled record levels of snow and cold weather. From December through April, MDT plowed 786,000 miles of road, applied about 230,000 yards of sand, and 8 million gallons of deicer. MDT also had to close roads due to crashes and hazardous conditions. I-15 south of Dillon was closed at the request of Idaho's Department of Transportation due to poor visibility. I-90 was briefly closed in Montana due to avalanche threats, and US-89 between Browning and Saint Mary's was closed because of wind and significant snow drifting. Maintenance crews worked diligently to quickly and safely reopen the roads.

Between storms, MDT maintenance fixed guardrail, repaired crash barriers, cleaned signs and delineators, installed and repaired snow fences, and cleared snow storage areas. There is also a great deal of cleanup work *after* a storm including sweeping streets, clearing sidewalks, and cleaning and servicing the plows and snow removal equipment.

New this year to the fleet, is the first of ten TowPlows. The first one was completed in March and deployed in a snow storm with great results.

Snow removal began in May for the Beartooth Scenic Highway opening in time for Memorial Day. To watch live footage of the snow removal efforts, copy this link to your browser:

<http://www.mdt.mt.gov/travinfo/beartooth/>.



*Snow blower working to open the Beartooth Scenic Highway.*

## Electronic Newsline is Available — Sign up Now!

The Newsline is available electronically for your convenience. If you wish to receive it electronically, simply send your e-mail address to Newsline Editor Sandra Waddell at [swaddell@mt.gov](mailto:swaddell@mt.gov), phone her at 444-7614, or drop a note to her attention at PO Box 201001, Helena, MT 59620-1001.

All other changes such as address updates and name changes are also welcome anytime.



# What Does MS4 Stand For?



**M**S4 stands for Municipal Separate Storm Sewer System. An MS4 is a publicly owned, designed storm water collection and conveyance system (including storm drains, pipes, ditches, etc.) that is not a combined sewer or part of a sewage treatment plant. **MS4s help communities manage storm water flow in an organized manner.** However, MS4s can also result in collection of untreated and potentially polluted storm water.

Discharged storm water can degrade water quality in Montana's beautiful waterways.

To prevent that from happening, the Montana Department of Environmental Quality (MDEQ) administers an MS4 storm water permit program within the state of Montana. The MS4 permit is required for urban areas that have storm sewer systems serving a population of at least 10,000 people. In Montana, these seven urban areas are Bozeman, Billings, Butte, Helena, Great Falls, Kalispell, and Missoula.

Entities traditionally required to obtain MS4 permits can be the cities, counties, universities, and military bases. Since MDT owns and/or operates storm water collection and conveyance systems on state roadways within these urban areas, MDT must also obtain an MS4 permit within each community.

MDT is in a unique situation as a MS4 permit holder and considered a "non-traditional" MS4 permit holder for several reasons. MDT's facilities are long linear roadways rather than large municipal areas. MDT has storm sewer systems in multiple cities, so it holds multiple permits. In addition, MDT does not have the same authority as the cities and counties, such as the ability to make and enforce ordinances.

In an effort to address these and other challenges, MDT developed and implemented a new Storm Water Management Plan (SWMP) in 2014. MDT released this SWMP to the public to allow outside input in a formal public comment period. The SWMP is still available to the public at [http://www.mdt.mt.gov/pubinvolve/storm\\_water/docs/ms4\\_program.pdf](http://www.mdt.mt.gov/pubinvolve/storm_water/docs/ms4_program.pdf).

The rest of 2014 will continue to be a big year for MDT's MS4 program. MDT cosponsored the 2014 Montana Storm Water Conference in Billings drawing participants from all corners of the United States.

Coming up, MDEQ will be releasing a new general permit for 2015, as the current general permit expires at the end of 2014. MDT will then revise the current SWMP to adjust to the new requirements of the 2015 General Permit.

MDT is committed to properly managing storm water to maintain the high quality of Montana's waterways, but cannot do it alone. As a roadway user, you have a high degree of control over the quality of storm water that is collected. Properly maintain your vehicle to prevent leaks and drips. Don't over-apply lawn chemicals. Appropriately dispose of trash and used oils. Trash and other pollutants put in the storm drains and roadside ditches could end up in the streams and lakes that everyone enjoys.

For more information about storm water and MDT's MS4 program, check out the website at [MontanaMS4.com](http://MontanaMS4.com) or contact MS4 Coordinator Doug Lieb at 444-0825 or [dlieb@mt.gov](mailto:dlieb@mt.gov).

# There and Back Again: The Montana Centennial Train Celebrates its Fiftieth Anniversary

*By Jon Axline, MDT Historian*

**F**ifty years ago this spring, over 300 Montanans embarked on a month-long trip across country to the New York World's Fair to celebrate Montana's one hundredth birthday. The Centennial Train was a group effort that included 25 railcars loaned by the Northern Pacific Railway with services and funding donated by a wide variety of private companies and state agencies, including the Montana State Highway Commission.

Three of the cars contained a treasure trove of Montana history, including historical artifacts, Charlie Russell artwork, gold nuggets, and other displays celebrating Montana's frontier past. The exteriors of the cars were decorated with paintings commissioned especially for the event by artists Lyman Rice and Bud Wert.

Train passengers included a host of state dignitaries and celebrities, including Governor and Mrs. Tim Babcock and two future governors: Tom Judge and Judy Martz. Famed western artist Bob Morgan, Miss Big Sky Kitty Quigley, TV personality Norma Ashby, and many others also rode the train cross country.

The Centennial Train's tour was an adventure participants would never forget. On May 10, 2014, many of the train's veterans gathered at the Montana Historical Society to reminisce about their adventure. The celebration included an exhibit of Centennial Train memorabilia, a short documentary, and a question-and-answer session at the State Capitol. As we celebrate Montana's sesquicentennial in 2014, an event like the 1964 Centennial Train is a reminder of how we observed the state's birthday in the past.



*1964 Montana Centennial Train with murals intact. Photo courtesy of Yellowstone Historic Center in West Yellowstone.*

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment.

**Rail, Transit & Planning Division  
Montana Department of Transportation**

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### **MDT Wants Your Comments**

To receive a list of highway projects MDT plans to present to the Transportation Commission, visit [http://www.mdt.mt.gov/pubinvolve/docs/trans\\_comm/proposed\\_proj.pdf](http://www.mdt.mt.gov/pubinvolve/docs/trans_comm/proposed_proj.pdf), or give us a call at 1-800-714-7296. You can mail your comments on proposed projects to MDT at the following address or e-mail them to [mdtnewprojects@mt.gov](mailto:mdtnewprojects@mt.gov).

MDT Project Analysis Manager  
PO Box 201001  
Helena, MT 59620-1001

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### **Contact Information**

Only the most frequently requested numbers are listed here. For an area or person not listed, call 800-714-7296 (in Montana only) or 406-444-3423. The TTY number is 406-444-7696 or 800-335-7592.

Administrator (Lynn Zanto) .....	444-3445
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